



CIVIL AIR PATROL NELLIS COMPOSITE SQUADRON

NEWSLETTER

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VOICE OF THE CAP NCS NV WING

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Squadron Commander

(702) 860-3050

Deputy Commander-Seniors

767-6709

Lt Col David Jadwin david.jadwin@nvwg.cap.gov

Major Patrick Harris

Patrick.Harris@nellis.af.mil

Deputy Commander-Cadets

596-4781

Cadet Commander

Lt Col Jay Roberts

Jay.Roberts@nvwg.cap.gov

C/1st Lt Nicole Crisp

snickcap@cox.net

Executive Officer 1st Lt Dianne Crisp CrispCap@live.com

Editor 1st Lt Army Gamson, Public Affairs Officer

Newsletter inputs arnyk6pxa1@wmconnect.com

Making Safety Work By CAP National HQ Team

Have you ever heard someone say, "make safety second nature?" That's a neat sound bite, but how do we accomplish this? What are the steps needed to produce a safety culture where being safe is second nature?

Safety can no longer be an afterthought or a separate program. If members are properly trained and exercise the discipline to perform their tasks properly and professionally, then safety (i.e., the lack of mishaps) will naturally follow. Let's begin FY10 by not wringing our hands over "being safe" and concentrate on analyzing tasks and performing them properly. Take pride in your work and doing your duty right the first time. Don't worry about being the first done, or doing your job fast. Focus on displaying a sense of urgency (when appropriate) while completing the task thoroughly.

Let's use a simple example. We all know that it is "safe" to wear safety belts when operating a motor vehicle. But when buckling up is simply viewed as a safe thing to do, then safety is an afterthought. If buckling the safety belt is taught as part of the vehicle operator's checklist, and that part of being a respected, professional driver is to properly operate the vehicle, then safety has been integrated into that task. You can draw that analogy to any task and any corresponding "safety" tip out there...flying an aircraft, rearranging squadron furniture, pitching a tent, etc.

There's one more thought about how we look at regulations and safety assessments. In the past, some people have decided that a regulation is inconvenient and that performing a risk assessment (using Operational Risk Management, or ORM) can provide a workaround. That's not the case. ORM is supposed to fill gaps in existing regulations and guidance. Look at laws, regulations and policies as pre-packaged risk assessments. If CAPR 77-1 states that cadets will NOT ride ATVs and CAPR 60-1 states that experimental aircraft will not be employed in CAP operations, then

someone has already performed a risk assessment and determined that these things present unacceptable hazards to our members. So always remember that ORM is not a substitute for the "regs"; it is an extra tool to assist in evaluating situations, which are not specifically addressed in directives we are honor-bound to obey.

So here is the bottom line: We integrate safety into our operations by shifting focus to proper training and pride in doing the job right the first time, every time. We obey the law and CAP regulations without fail. Finally, we use ORM to address those situations that are not specifically covered in our task training and in the "regs." If we do all this, then "safety" and mission success will naturally result.

**Reprinted from The Sentinel
Civil Air Patrol's Safety Newsletter
September / October 2009**

**Read the entire Newsletter,
With National Updates**

http://members.gocivilairpatrol.com/media/cms/Sentinel_4BC92A4694638.pdf

Please read the memorandum from our Finance Officer.

Note the changes highlighted in yellow.



NELLIS COMPOSITE SQUADRON – CIVIL AIR PATROL
United States Air Force Auxiliary

September 24, 2009

MEMORANDUM FOR: Senior Members
FROM: Finance Officer
SUBJECT: Squadron Dues Renewals

The Nellis Composite Squadron values all its members for their contribution to Civil Air Patrol and, more personally, with our squadron. NCS members bring many benefits to our squadron. Without your time, energy, physical presence, intellectual input, and emotional investment, we could not have the award-winning program that we have been able to maintain throughout the years.

Another investment in our squadron is through our squadron dues. Squadron membership dues allow NCS to complete all of its missions without worry about how we will finance certain activities. It is our main source of funding, as we receive no funds from either Nevada Wing or National Headquarters.

Every squadron has definite expenses such as gas and maintenance for the CAP Van, squadron equipment, and squadron supplies and materials. In addition, these dues help defer some of the costs associated with Model Rocketry, Open houses, picnics, etc. Squadron dues help us operate more effectively.

We have been reviewing our member files and NCS finances. During this review, it was determined that many members are behind in their squadron membership dues. We ask you to review your files, and if you missed renewing your membership in NCS, please renew soon. **Our current annual squadron dues are \$25. Please make payment to NCS, CAP and turn it in to 1st Lt Dianne Crisp. You may mail your squadron dues to Dianne Crisp at 3932 Linniki Street, North Las Vegas, NV 89032. You will receive a receipt as your membership dues are tax deductible. If you mail in your dues, a receipt will be placed in your file.**

Should you have any questions or require additional information, please contact 1st Lt Crisp and she will assist in every way possible.

A handwritten signature in black ink, appearing to read "Jay R Roberts".

Jay R Roberts, Lt Col, CAP

Deputy Commander & Finance Officer

***** Attention Cadets *****

**From SM John D'Angelo and 1st Lt Dianne Crisp
Personnel and Administration**

The phase in time for cadet promotions without having to have the Cadet Progression Form is over. The Admin Staff, specifically Officer D'Angelo, must have your Cadet Progression Form in the admin office by the end of opening formation on the 4th Tuesday of each month. Please go to our website on the Nevada Wing webpage to read the instructions for completing your form and how you are to submit the form for review. You can get the forms at the [main NCS website](#) or the [NCS Yahoo! Group](#). If you have questions, please ask your Flight Sergeant or Flight Commander.

The Admin Staff will not review any cadet file for promotion eligibility without your Cadet Progression Form. This is to ensure that all cadets have completed all of the requirements for promotion.

Have a Happy and Safe Columbus Day Holiday



The Beginning
